

THE ROYAL AERO CLUB

OF THE UNITED KINGDOM

The Coordinating Body of British Airport Organisations

Patron: Her Majesty The Queen

President: His Royal Highness The Duke of York, KG,



NEWSLETTER

Spring 2016

LETTER FROM THE CHAIRMAN

Eric ‘Winkle’ Brown often made the headlines during his flying career. Few people in aviation circles were as well-known as he was. When he died in February, he captured national and international headlines for several days and demonstrated that he held a fascination that was much wider than just among his fellow aviators. We were all reminded, and many more were made aware of his extensive litany of ‘firsts’, ‘mosts’ and ‘unparalleleds’.

Not only did he do amazing things, he could explain them as well. He was a wonderful communicator, and noted for his concise, softly-spoken, measured and matter-of-fact presentation style. Eric made everything that he had done sound so easy and natural. Having said that, what Eric found natural most of the rest of us would find impossible to contemplate never mind attempt.

There have been very few aviators of the stature or accomplishment of Eric. In all likelihood, very few in the future will ever come close to doing as much as he did. But, whilst aviation is poorer for Eric’s passing, he left it much richer for having been part of it to begin with.

I am, perhaps, one of the few people to be able to admit that their first meeting with Eric was more of a problem than a pleasure. A good many years ago, I was one of two speakers at a GASCO members’ event. The other was Eric. I was on second. Eric was not difficult to follow; he was impossible to follow. There was nothing that I could say on the subject of ‘Spinning and spin training in gliders’, or any way in which I might be able to say it, that could come remotely close to engaging or educating the audience to anywhere like the same degree that he had done. Of course, hearing Eric speak was worth definitely worth it – even if it was accompanied by a growing sense of my own impending inadequacy. Ever since, I have only accepted an invitation to speak at an event after I

have found out who else might be on the bill. Thank you Eric, you taught me a valuable lesson there. (A more detailed obituary by Fred Marsh appears later in this Newsletter.)

Eric Brown receiving the Air League’s Founder’s Medal from the Duke of Edinburgh in May 2015



The restless desire that many aviators have – and which Eric possessed in spades – to explore, experiment, understand and perfect, continues to fuel innovation in air sports. In recent years, we have, for example, seen the emergence of wing suit flying, first-person view drone racing, and indoor skydiving, not to mention the creation of new display or racing classes for established disciplines. Each innovation has the potential to maintain and/or broaden the appeal of air sports - vital if we are to survive and thrive. If we couple innovation with a desire to increase accessibility, then we will increase our chances of success even further. I believe that one of the reasons why air sport has such a promising future is that it is still very much powered by activity at the grass-roots level. Some sports, where professionalisation and commercialisation have come to be dominant concerns, have lost sight of the importance of their non-elite segments. In contrast, air sports benefit from remaining firmly grounded in exactly those areas. Long may that continue to be the case.

On the 18th of May, we get the opportunity to acknowledge the accomplishments and contributions of a number of people that have already done a lot for air sports. The annual RAeC awards ceremony will be taking place at the RAF Club in London. This year, we are delighted to have our President, His Royal Highness, the Duke of

York, as our guest of honour. Prince Andrew will present our awards and, as he has done in previous years, no doubt take the opportunity to express his amazement (and, sometimes bemusement) at the escapades of some of those present at the event. The ceremony is a special evening for both those receiving awards as well as those of their friends and family that are able to join them in sharing the moment. It is also the culmination of several months of work by the Club's Medals and Awards Subcommittee, chaired by Robin Gowler, and also Dave Phipps, the Club's secretary. I'd like to thank them for everything that they and their team do in making the evening a real showcase event.

Now that spring has arrived, many of us will be looking forward to the better weather and prospects for flying. I hope that 2016 delivers everything you hope for.

Happy aviating.

Patrick Naegeli
Chairman

INTERNATIONAL COMPETITIONS AND ACHIEVEMENTS

Spike Harper took Silver at the 1st FAI World Cup of Wingsuit Performance Flying, held at Netheravon in May 2015.

The Wind Games (tunnel skydiving) were held in Spain earlier this year. The UK Freestyle Female team NFTO took second place in their event and Dynamos Red finished third in the 2-way Dynamic class.

Congratulations to all our champions.

ACHIEVEMENTS and AWARDS

The Royal Aero Club Awards Ceremony for the 2015 Awards will be on Wednesday 18th May, 2016, at the RAF Club. Application forms for tickets are included with this newsletter – please send your bookings in early!



The RAeC Council has agreed unanimously to award Companionship of the Club to David Hempleman-Adams, in recognition of his achievements in aviation and his long standing and invaluable support of both the RAeC and the RAeC Trust.

Other awards will be presented to:

The Britannia Trophy

World Air Games Microlight Team, nominated by BMAA

Prince of Wales Cup

British Junior Gliding Team, nominated by BGA

Gold Medal

Sir John Allison, nominated by LAA
Paul Eisner, nominated by BMFA
Rob Grimwood, nominated by BMAA

Silver Medal

Russell Cheetham, nominated by BGA
Michael Lovemore, nominated by BPA
Julian Scarfe, nominated by BGA
Douglas Peacock, nominated by BPA

Bronze Medal

Paul Applegate, nominated by BPA
Jon Cooke, nominated by LAA
Alister Sutherland, nominated by LAA
Jackie Harper, nominated by BPA
Martin Heywood, nominated by BHPA
Noel Whittall, nominated by BHPA
Brian McCartney, nominated by BAeA
Crispin Williams, nominated by BBAC

Royal Aero Club Diploma

Roger Hopkinson, nominated by LAA

Royal Aero Club Certificate of Merit

Bob Pettifer, nominated by BGA
Andy Sephton, nominated by BMFA
Jim Wright, nominated by BMFA
Peter Willis, nominated by BMFA
Adrian Bond, nominated by BPA
Steve Slater, nominated by LAA
Moore & Connelly, nominated by LAA
James Tannock, nominated by LAA
Robin Batchelor, nominated by BBAC
Dudley Pattison, nominated by LAA
Night IFR Team, nominated by LAA
Gordon & Jill Douglas, nominated by BMAA

The President's Breitling Trophy

Stephanie Bareford, nominated by BBAC

Old & Bold Trophy

Paddy Elliot, nominated by LAA

Nexus Aviation Journalist of the Year Trophy

Susan Newby, nominated by BGA

Certificate of Appreciation

Jeremy Diack, nominated by RAeC Trust
Penny Sharpe, nominated by LAA
John Andrews, nominated by BMFA

John Korzeniowski, nominated by BPA
Martin Mansley, nominated by BPA
John Dean, nominated by LAA
Liz Meek, nominated by BBAC
James Betts, nominated by HCGB
David George, nominated by HCGB
Mary Leader, nominated by LAA
Andre Faehndrich, nominated by LAA

Ann Welch Memorial Award

Rona & Tony Webb, nominated by BHPA

FAI

World Air Games

The FAI has unveiled www.worldairgames.aero, the brand new website for its flagship event, the FAI World Air Games. It is meant to gather in one place all the information and news about the latest and future editions of the Games.

The bidding process for the next edition of the FAI World Air Games is now officially open. Any FAI Members, cities, regions, event organisers or commercial bodies willing to bid to host the next FAI World Air Games are invited to contact the FAI Head Office at info@worldairgames.org.

FAI Commissions

Rodney Blois, UK delegate to the General Aviation Commission, has been elected as GAC President. The new UK Delegate will be Paul Smiddy.

Nick Buckenham was elected President of CIVA (Aerobatics).

Richard Meredith-Hardy has stepped down as President of CIMA (Microlights & Paramotors) and was appointed President of Honour. Rob Hughes was elected 1st Vice-President and Barney Townsend was elected Secretary and S10 (Rules) Editor.

FAI President and Executive Board

2016 is FAI President and Executive Board election year and John Grubbstrom will stand down after his maximum 6 year term. Frits Brink (Netherlands) and Niels-Christian Levin Hansen (Denmark) have declared they will run for FAI President.

Elections will take place at the General Conference in Bali (Indonesia) in October.

REGULATORY MATTERS

At the September Council meeting, Roger Hopkinson briefed Council members on a number of specific consultations and matters of interest to

RAeC Members. One of the matters likely to interest large numbers of our members is that the CAA board has approved proposals for the UK PPL or NPPL medical arrangements as meeting Group 1 Ordinary Driving Licence standards with no routine requirements to attend a medical examination. The formal announcement is expected shortly.

European Regulation

Following representations to EASA Director Patrick Ky by the European Gliding Union, EASA are proposing to reduce the regulatory burden on gliding, following along the lines of the arrangements agreed for ballooning.

Europe Air Sports

Patrick Naegeli, RAeC Chairman, has been appointed as the UK representative to Europe Air Sports for 2016.

The January Europe Air Sports Newsletters can be viewed at <http://www.europe-air-sports.org/home/>

CAA Information Bulletins on EASA Developments – 4 December to 3 March 2016

Click [here](#) for highlights of EASA developments and related CAA activities from 4 Dec 2015 to 25 Jan 2016 and [here](#) for the following period from 26 Jan to 3 March.

Single European Sky CAA Information Bulletin

A CAA update on European ATM and European Aviation Safety Agency (EASA) Air Navigation Service/Air Traffic Management (ANS/ATM) activities can be found [here](#).

SCHOLARSHIPS and BURSARIES

A comprehensive list and details of apprenticeships, scholarships, sponsorships and bursaries available in the UK appeared in the January issue of Flight Training News.

BWPA Bursaries

The British Women Pilots' Association (BWPA) 2016 Bursaries include the BWPA CATS CPL/ATPL Scholarship, the BWPA Flying Start Scholarship and the BWPA Flying High Scholarship. The two latter scholarships are for £1000, double the value of the individual 2015 Scholarships, and both are available for any type of flying, from ballooning through to helicopters. Flying Start is for those who are not yet qualified, and Flying High for those who have a basic qualification and want to do something more advanced. Any woman who thinks she can make use of £1000 should apply before 16th April at:

<http://bwpa.co.uk/bwpa-2016-scholarships-applications-now-open/>

The Royal Aero Club Trust and the 2015 World Junior Gliding Championships

Publicity for the 2016 bursaries was sent to over 80 periodicals, relevant associations, clubs and other bodies, resulting in a record 69 valid applications being received. The Trustees are delighted with this. If you are able to donate any amount, large or small, towards the Trust, this will help them to make the maximum number of awards

At the 2015 World Junior Gliding Championships, held in Australia last December, the Great Britain team performed exceptionally well. Tom Arscott was awarded the gold medal and Sam Roddie the bronze medal at Club Class; Matt Davis came 10th and Mike Gatfield 13th at Standard Class. The Great Britain Junior team at these Championships was the most successful national team taking part.

What may not be evident is that all four had previously been awarded bursaries by the Royal Aero Club Trust (RAeC Trust) under their Flying for Youth scheme. Tom was awarded an initial bursary in 2009 and a follow-up bursary in 2015; Sam was awarded a bursary in 2012; Matt was awarded an initial bursary in 2008 and a follow-up bursary in 2015; and Mike was awarded an initial bursary in 2012. All applied as part of strong fields for these bursaries and have previously given credit to and thanked the Trust for recognising their skills and dedication, and providing the means to help them develop their gliding skills.

At the Championships Tom Arscott was taking part in his first international competition and found the experience elating. He is now entitled to enter the 2016 World Senior Championships in Lithuania and hopes to gain useful local knowledge before defending his World Junior title in 2017 in the same area. Sam Roddie will no longer be eligible to compete as a junior, but will return to his job as a development engineer at Rolls Royce and hopes to compete seriously in the senior ranks. Matt Davis was taking part in his third junior world championships, and will also now compete at senior level. The RAeC Trust wishes all four the very best of fortune. Details of the Royal Aero Club Trust flying for youth scheme are at: www.royalaeroclubtrust.org/bursaries.

Royal Aeronautical Society Centennial Scholarships

These are available for individuals and teams, generally for advanced academic study or for national programmes to encourage young people's interest in the aviation industry and aerospace

engineering. The closing date for 2016 applications is not yet announced, but is likely to be in May. <http://aerosociety.com/Careers-Education> has the details.

SAFETY

CHIRP

The UK Confidential Human Factors Incident Reporting Programme (CHIRP) contributes to UK aviation safety by providing a totally independent confidential, (but not anonymous) reporting system for all individuals associated with aviation. The programme managers have become concerned that, due to a perceived lack of visibility, the number of reports received from GA pilots has declined. They say 'We feel that CHIRP makes a useful contribution to safety and would encourage pilots to review the published reports and, where appropriate, make their own submissions'. The CHIRP web site is at <https://www.chirp.co.uk/> (follow the link to General Aviation to see the latest GA Feedback Newsletter).

GENERAL NEWS and EVENTS

CAA Skywise Subscriptions

The CAA has implemented a new system of news alerting, branded as Skywise. This subscription service has superseded a number of previous CAA subscription lists and it appears that some existing subscribers have not been automatically enrolled in Skywise. If you are no longer receiving Email alerts from the CAA or would like to receive your alerts via the Skywise app, you should re-register at <https://www.caa.co.uk/Our-work/CAA-SkyWise/>.

World Championships

The 2016 World Microlight Championships and World Paramotor Championships will be held at Popham from 20 to 27 August.

Queen's Cup

The Queen's Cup has been awarded to the British Model Flying Association in 2016, to be awarded to the winner of a First Person View Multi-rotor racing event, to be held at Popham in Hampshire on 30 – 31 July.

Captain Eric 'Winkle' Brown - Obituary

Captain Eric 'Winkle' Brown, CBE, DSC, AFC died on 21 February 2016, aged 97.

He was one of the greatest test pilots in history. By the end of his career he had flown 487 different aircraft types – more than anyone else. One of his

tasks was the evaluation of Hurricane and Spitfire for naval use. He became the Navy's escort carrier pilot specialist, establishing the techniques required to fly all types from these small carriers. He held the world record for aircraft carrier deck landings – 2,407.



Eric Brown in front of the Blackburn Buccaneer

Eric was a Council member of the Royal Aero Club for a number of years. He was also a most efficient Chairman of the RAeC's Medals & Awards Committee. During 1987/88 he was joint chairman of the RAeC's 'Youth in the Air' scheme which led to the institution of the 'President's Rolex Trophy'. It was awarded annually to a young person or group of young people between the ages of 14 and 21, for outstanding work, performance or achievement in connection with any aspect of aerospace activity. Subsequently this award was converted into the 'President's Breitling Trophy, which will again be awarded in 2016.

At the outset of WWII, Eric with 120 hours flying experience in the RAF Volunteer Reserve, had hoped to join the RAF but as there were no vacancies he joined the Royal Navy. He trained as a fighter pilot, however one of his earliest sorties was a bombing raid on an oil tank in Norway, flown in a Blackburn Skua. Subsequently he was appointed to the Navy's first "auxiliary" aircraft carrier, a converted German banana boat, the "Audacity". It was torpedoed by a U-boat. Waiting for rescue, he and his fellow pilots owed their lives to their Mae West lifejackets, which held up their heads above water as they dozed off into a hypothermic-induced sleep.

One of his more demanding "world firsts" was the deck landing of the twin-engined Mosquito fighter-bomber. In 1945 he made the first deck landing of a pure jet aircraft on a carrier, in a Vampire.

He never lost his joie de vivre and at 95 was still driving – even purchasing a sports car.

*Fred Marsh, with acknowledgement to The Times
22 Feb 2016*

Lancaster poppies balloon flight – by Marcus Green

I always knew that my uncle had been a crew member of a Lancaster bomber in the Second World War and that he had been shot down spending the last year of the war as a prisoner. A chance conversation with his son and a sequence of coincidences brought his aviation career into close alignment with my own.

On 3rd May 1944, my uncle's plane was shot down near a small village south of Paris called Chaintreaux. All the crewmembers except the rear gunner and the pilot escaped and parachuted to safety. The stories of each of the crewmembers and their journey through the rest of the war read like a 'Boy's Own' adventure. Phil King the wireless operator, unable to bail out in the middle area of the plane, came forward passing the navigator station where he noted the altimeter read 1000 feet AGL. Recognizing that his parachute needed a greater height than this, he pulled the ripcord while in the plane and consequently had to roll the parachute up in his arms before falling headfirst out of the front escape hatch aided by the pilot's boot.

Ron (Curly) Emeny the mid-gunner bailed out with burns to his face and ear, landing heavily due to flame damage to his parachute. John Pittwood the navigator landed in the same field and they contacted the resistance. Emeny was thought to be critically injured and was initially hidden in a church crypt, but having survived his injuries he was moved to the house of a local French doctor and for some time lived in one room being tended by the doctor while the Germans occupied the same house. A Lysander parachuted in sulphonamide drugs to treat his burns. The men of the resistance including a man called Lucien Tripot covered John and Curly's tracks. They hid the parachutes and because of the wartime shortage of materials Lucien had Curly's parachute made into a wedding dress for his bride at a wedding witnessed by the local German occupiers. Nick Stockford the flight engineer also evaded capture and he, John and Curly all eventually escaped back to England by walking over the Pyrenees. Phil King made contact with a local unit of the SAS who were destroying targets before D-Day and continued to fight the war with them until after D-Day.

My uncle initially evaded capture but was captured in Paris in July 1944. He and 168 other airmen were sent to Buchenwald concentration camp where they were due to be executed. Hans Trautloft, a high-ranking German pilot who had fought in the Spanish Civil War, the invasion of Russia and the Battle of Britain, heard of the planned executions

and informed Goering, head of the Luftwaffe, of their potential fate. Goering stepped in to liberate them from the Gestapo and my uncle spent the rest of the war in Stalag Luft 3, home of the Great Escape.

My own aviation experience has always been with hot air balloons, particularly competition flying, and last year I was due to fly in the English national championships in France, approximately 40 km away from the village where my uncle was shot down. I actually knew the field where the plane had landed, as a local French enthusiast has mapped the sites of the crashes of all the “Lost Lancasters” from this raid. The French have remarkably kept a small area where the plane crashed uncultivated, apart from a small memorial. In competition ballooning dropping fine sand or paper is allowed to judge the wind direction beneath the balloon and I wondered if it would be possible to fly towards the field and release a cloud of poppy petals as a memorial.



Stephanie Bareford, one of the young pilots, releases her poppies

Contacting the British Legion, I purchased a box of 10,000 poppy petals (“yes sir this is the smallest quantity that we sell of loose petals”) and I set off for my competition having very casually arranged with various colleagues to meet up at the village of Chaintreaux.

The weather on the evening that we had planned to fly was so perfect as to be unbelievable. Direction of the wind took us from the village where the rear gunner and pilot are buried, straight towards the crash site, so, with the permission of the local mayor, it was possible for us to fly from the boundary of the village of Chaintreaux directly towards the crash field. Five other balloonists (all

competition pilots) also turned up to take part. We divided the poppies up amongst us, launched and flew towards the crash site. I had always visualised that I could jettison the poppies at around 1000 feet and that by descending quickly I could actually fly underneath them and effectively have them fall down around me without any hazard.

This worked far better than I could have imagined; approximately 400 m before the field and at around 900 feet above the ground I started to descend, threw the poppies out and continued to descend. My flight path took me to the very corner of the field where the Lancaster crashed and I took the opportunity to land at the field. As I landed poppies rained down from above, slowly drifting across the entire crash site.

I owe a great debt of gratitude to those French villagers who were so helpful and to my ballooning colleagues who made this event possible and allowed me to indulge in what had become a slight obsession, but was certainly the most emotional flight I have ever made. I am particularly proud that the next generation of balloonists were kind enough to come and fly (Stephanie Bareford, Dominic Bareford and Tom Hook). Also Stephanie for her video skills (see You Tube “Poppy Balloon Flight Stephanie Bareford” for a visual taste of the events of that evening.)



Poppies drift in towards the crash site as I land

Newsletter edited by Diana King. Please send items for future Newsletters to Royal Aero Club, Hebbs Acre, Presteigne, Powys, LD8 2HG or to diana@king618.co.uk

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